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Profile

December 1980



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Coast Guard radiomen

Page 12

Memo to readers

Looking for a way to attend one of the top colleges or universities in the United States and have your tuition, books, and most fees paid in full, while earning a \$100 monthly allowance?

The Reserve Officers' Training Corps Scholarship program might offer you that chance, but time is fast running out to apply. The ROTC Scholarship program sponsored by the Army, Navy, Air Force and Marine Corps will offer more than 4,500 four-year scholarships to high school seniors this year who qualify and apply.

Students competing for ROTC Scholarships are required to take either the Scholastic Aptitude Test or the American College Test as part of the application process. Scholarship winners are chosen using these scores and other factors such as high school academic records and extracurricular activities.

ARMY ROTC SCHOLARSHIPS are based on the whole person concept, with no required minimum SAT or ACT scores needed to apply. This year the Army will award four-year scholarships to 1,074 high school seniors which are accepted at 287 host institutions across the United States. For more information write: Army ROTC, P.O. Box 7000, Larchmont, NY 10538. The deadline for applying is December 15, 1980.

AIR FORCE FOUR-YEAR ROTC SCHOLARSHIPS will be awarded to 1,560 high school seniors this year. The minimum SAT scores required for a scholarship applicant is 500 in mathematics and a composite score of 1000. For the ACT, the minimum score in mathematics is 19 and the composite score is 22. Air Force ROTC Scholarship programs are available at 143 college and university campuses in the United States and Puerto Rico. For more information write: Office of Public Affairs, Air Force ROTC, Maxwell AFB, AL 36112. The deadline for applying is January 15, 1981.

NAVY ROTC SCHOLARSHIPS are accepted at 55 campuses across the United States. This year, the Navy plans to award 2,000 scholarships to high school seniors, with most going to students who elect technical careers. The minimum SAT scores are 520 in mathematics and 430 in verbal. ACT composite scores should be at least 20. For more information write: Commander, Navy Recruiting Command (Code 314), 4015 Wilson Blvd., Arlington, VA 22203. The deadline for applying is January 1, 1981.

MARINE CORPS ROTC SCHOLARSHIPS will be awarded to 275 high school seniors this year. The scholarships are available at 55 colleges and universities throughout the United States. A minimum SAT composite score of 1000, 23 for ACT, is needed to be competitive for the Marine Corps program. For more information write: Commandant, U.S. Marine Corps (Code MRRO-6), Headquarters, U.S. Marine Corps, Washington, D.C. 20380. Deadline for applying is January 1, 1981.

A four-year active duty obligation is incurred upon acceptance of a scholarship. Students are commissioned and serve their obligation upon completion of degree requirements.

The ROTC Scholarship program offers a way for an individual to receive an undergraduate degree at a top institution at little or no cost to the student.

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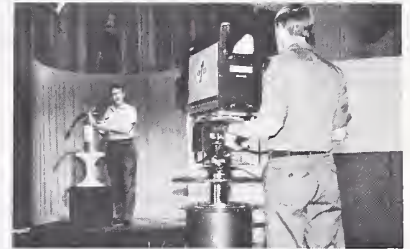
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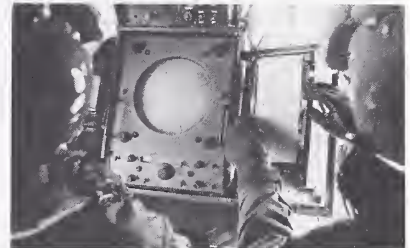
Army broadcasters bring America to Europe



Page 4

Antisubmarine Warfare Operators

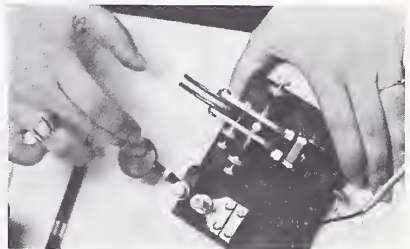
Tracking the Silent Service



Page 8

Coast Guard Radioman

The vital link



Page 12

Controllers keep the big sky puzzle together



Page 16

Making a Marine — — Phase One



Page 20

Army broadcasters

Story by
Gail Hixenbaugh

Do you desire a career in broadcasting, but lack the financial resources to attend a top broadcasting school? Does the idea of living in a foreign country excite you?

Then, there could be a place for you in military broadcasting.

Plenty of broadcasting jobs are available in the U.S. Army, but there are not enough applicants to fill the vacancies. Why?

"It stumps me, because it's such a good job," says Pfc. Hugh Foley, assigned to the American Forces Network, Europe, in Frankfurt, Germany.

"Maybe people just don't know about the opportunity," Foley added. "I went back to my high school broadcasting class and talked to the kids. They were amazed—they didn't have any idea the Army could offer them this chance."

Young men and women who meet the Army's qualifications—including completion of a voice test—attend the Defense Information School in Indianapolis, right after basic training. There they receive 10 weeks of intense professional training in basic broadcast journalism. The training includes writing, editing, interviewing, reporting, voice, delivery techniques,

Television broadcast director Spec. 5 Willie Fears [r] monitors a television production while his assistant, Pvt. 2 Thad James watches for audio instructions at Fort Benjamin Harrison, Ind. [Photo by Doug Coffey]



Staff Sgt. John H. Price selects music from the record library prior to going on the air at the Defense Information School, Fort Benjamin Harrison, Ind. [Photo by Doug Coffey]

bring America to Europe

and radio and television broadcasting.

In less than six months after enlisting, Army broadcast specialists are at their first assignments, doing what they are trained to do.

Broadcast specialists at AFN Europe's television and radio stations reach through the air to some 425,000 American military personnel, civilians and their dependents in Germany, Belgium, the Netherlands and Luxembourg.

Lt. Col. Robert P. Bubniak, AFN's commander, describes the broadcast opportunities at his network.

"I've got 53 slots for broadcast

specialists at nine different locations in Europe. Military broadcasting is an exciting and rewarding business, and our professional military and civilian staff will work to help each young man and woman achieve full potential."

Breaking into broadcasting seems easy in the Army, compared to the obstacles encountered getting into commercial broadcasting. In fact, many see their journey into military broadcasting as the best way to get the training and experience they will need for a career in commercial broadcasting.

"You really don't get the right background and training by going to

college, unless you can afford the really good schools," explains Foley. "I came into the Army because I could get paid to learn broadcasting and to work at broadcasting. I'll use my veteran's benefits to go to college after my time in the service."

Pfc. Robb Chastain, a news announcer at AFN Europe, had two years of commercial radio experience before he enlisted. He points out that, for a beginner, things can be tough on the outside. A new broadcaster, he says, will most likely have to start at the bottom of the heap—the small market station.



"In small market broadcasting," says Chastain, "you really pay your dues. You make, maybe, minimum wage. You'll work at least six days a week and with no overtime pay. My experience was that managers at commercial stations didn't care about me. They knew if it wasn't me sitting at that microphone, they could find plenty of others. They just cared about making a buck."

Spec. 5 Jay Derkach, now at AFN Europe's affiliate station in Wuerzburg, Germany, also had commercial broadcasting experience before he enlisted in the Army.

"I was doing fine in commercial broadcasting," says Derkach. "I enlisted for several reasons. I felt I had a military obligation, and I wanted to travel. Also, I wanted a tough challenge."

"When I enlisted, I said I wanted a remote site—the Arctic Test Center in Fort Greely, Alaska," explained Derkach. "I'd never had small station experience, and I wanted to see what it's like."

"After my first hitch, I reenlisted for AFN Europe. I had heard the best broadcasters in the military were here. I



Pfc. Robb Chastain goes over late-breaking wire service stories just before his newscast at AFN Europe. [Photo by Gail Hixenbaugh]



wanted the competition—to see if I could hold my own against them."

Derkach found a challenge in Army broadcasting. When he arrived in Europe, he was sent to AFN Kaiserslautern. At the age of 22, he became the AM radio station's program director.

"It was hard," Derkach says. "I had to shift my attention away from announcing. I had to work to tie everything together. I still had to sound good on the air, but I also had to make sure everyone else on the air was good."

Staff Sgt. Cecil Wood, who works in AFN Europe's television network

production section, plans to make his career in Army broadcasting. Before he joined, he had spent two and a half years in commercial broadcasting. He worked as a recruiter and then reenlisted for the Army broadcasting specialty. In his current job, he writes and produces television "spot" announcements.

According to Wood, the opportunities for professional training and hands-on experience is abundant in the military.

"There's no comparison on the outside to what training you can get in the military," Wood says. "I would never have had this opportunity on the outside, especially at my age. I'm



Stage manager Spec. 5 Don Sweet, second from right, directs a news production with assistance from cameraman Spec. 5 Mike McCarthy [l] and Petty Officer Doug Parent [r] while Pfc. Ali Shamsid-Deen presents a newscast at the Defense Information School, Fort Benjamin Harrison, Ind. [Photo by Doug Coffey]

the outside.

Other Army broadcast specialists at AFN Europe point out that commercial broadcasting is "too settled" or "too regimented" in comparison to military broadcasting.

"In military broadcasting you're doing everything," says one Army specialist. "I do the voice and I run the board. Because of unions at commercial stations, you do only the voice while someone else runs the board. And I'm spoiled—here at AFN I get to work both radio and television."

"The commercial station director I used to work for looked for just one type of person," adds another specialist. "I wasn't ready to fit into any mold. And I missed Europe a lot."

One AFN broadcaster looks at her job philosophically. "Broadcasting here seems more important than broadcasting in the U.S., because it's more of a commitment to your listeners. Over here, you're it. You're the only true voice of home."

Most Army broadcast specialists agree there's very little in commercial broadcasting that compares with the training and experience you can get in the Army.

The Army teaches broadcasters how to become masters of their career fields. The men and women who make up the Army broadcasting field are not bound by the restrictions placed on large commercial stations in the United States. They can expand their experience and expertise to all facets of the job. They become more than just the voice or technician. They are the switchers, news anchors, production supervisors, sound persons, producers and editors. That's what Army broadcasting is all about.

getting really valuable experience in television writing, editing and producing. I don't know how I'd get this experience any other way."

Wood says he's working at something he really wants to do, while earning a good income and enjoying military benefits. After retirement, he says, he will still have an income and experience that can be used directly on



AFN Europe broadcasters originate many hours of programming each week, including this production with the European rock group "Sahara." [Photo by Gail Hixenbaugh]

Antisubmarine Warfare Operator

Tracking the Silent Service

Story by
Caleb P. Maher III

Like to travel? Want to see faraway places? Desire to sample exotic foods? Wish to see people and experience cultures vastly different from those you now know?

When Richard D. Allen of Redford, Mich., enlisted in the Navy in late 1978, he was looking for the opportunity to do all those things.

Allen, an aviation antisubmarine warfare operator, is doing that with Patrol Squadron 46, currently deployed

to the North Atlantic country of Iceland.

As an electronic antisubmarine warfare operator, Petty Officer Allen enjoys his work with the California-based patrol squadron. He operates airborne equipment used in detecting, locating, and tracking submarines.

"I've been able to gain some responsibility in addition to having the opportunity to travel since joining the squadron in October 1978," he said.

Nicknamed the "Grey Knights,"

Patrol Squadron 46 is home based on the Naval Air Station, Moffett Field, located between San Francisco and San Jose, Calif. There are 65 officers and 230 enlisted personnel assigned to the unit.

The Grey Knights fly the Lockheed-built P-3C "Orion" antisubmarine patrol aircraft. Containing some of the most sophisticated electronic, magnetic and sonar equipment ever developed, these aircraft are able to detect and



Chief Petty Officer Eric Wolber, assigned to Helicopter Antisubmarine Squadron Light (HSL) -34 in Norfolk, Va., operates the sophisticated interpretation and detection gear in locating and tracking submarines. (Photo by Bill Wright)



The job of an antisubmarine warfare operator (AW) is not limited to patrol aircraft. Here, an AW participates in refueling exercises aboard an SH-2F "Seasprite" helicopter. (Photo by PHAN R. Maxwell)

accurately pinpoint submarines at a great range.

"Iceland is an excellent spot for antisubmarine exercises," commented Allen, a 1977 graduate of Redford Union High School. "This is because of its strategic location in relation to Europe and Greenland. Any Soviet submarines in the North Atlantic fleets have to come by here to reach the open waters of the Atlantic."

The Navy aviation antisubmarine warfare operator is not only tasked with tracking Soviet submarines, he also operates radars to provide information for aircraft and surface ship navigation. He works as part of the flight crew on long range patrol aircraft, intermediate range aircraft and on helicopters.

At the Naval Air Station in Norfolk, Va., Chief Petty Officer Eric "Wally" Wolber, assigned to Helicopter

Antisubmarine Squadron Light (HSL)-34, serves aboard an SH-2F "Seasprite" helicopter. "The Seasprite is a light, airborne, multi-purpose helicopter, which carries a crew of two pilots and a sensor operator/crewman," commented the operations chief. "During operations at sea, we serve aboard destroyers and frigates. The Seasprite gives us the additional capabilities of providing gunfire spotting, search and rescue, and medical evacuation, in addition to our primary mission of antisubmarine warfare."

When not involved in locating submarines, the men in this rating act as helicopter rescue crewmen. For this mission, they receive special training in rescue techniques, survival at sea and first aid. Thus, new challenges are introduced to an already challenging

occupation.

Petty Officer 2nd Class Paul Rose of HSL-34 finds duties as an antisubmarine warfare operator interesting and one of the best jobs offered by the Navy. "It's hard work, long hours and plenty of training," stated the former boatswain's mate, "but I wouldn't trade it now for anything. The esprit displayed by the personnel in our detachment is second to none."

The career path for becoming a Navy antisubmarine warfare operator begins after recruit training with two weeks of individualized instruction in basic aviation theory at Memphis, Tenn. This is followed by 11 to 12 weeks of group instruction at Memphis, where the students learn the basic skills required for their rating.

The students leave Memphis after

basic skill training and are assigned to various naval air stations in the United States where they are taught the aircraft systems in which they will be flying.

Manual dexterity and competence with tools, equipment and machines are important qualifications for the antisubmarine warfare operator's rating. Other qualifications include arithmetic and record-keeping ability, the skill to do detail work and repetitive tasks, curiosity, a good memory and capability to perform as a team worker. Some less important, but helpful qualities are an interest in ideas, information writing, speaking ability and resourcefulness.

The duties of the antisubmarine warfare operator rating are usually performed indoors, primarily inside aircraft. Other jobs include instructor duty at Memphis or in one of the training squadrons, once the men become competent and proficient in all aspects of their rate. Men in this specialty work closely with others and are closely supervised in their work, which is mostly mental rather than physical.

Opportunities for placement in this rating are excellent for qualified applicants. There are approximately 3,000 men performing in this field. The rating is not open at this time to women, because of the sea duty involved.

"My brother, Keith, and I enlisted in the Navy eight days apart," remarked Petty Officer 2nd Class Kenneth E. Sharp of Phoenix, Ariz. "We always knew we'd join the military sooner or later. Now Keith's stationed with a patrol squadron in Hawaii and I'm with VP-46."

As an aviation antisubmarine warfare operator, Sharp works with some of the most sophisticated and advanced electronic equipment to be found anywhere.

"The aviation antisubmarine warfare operator rating almost guaranteed my getting aircrew orders," said Sharp. "I didn't want to get a job where I'd be on the ground all the time." Besides the added dimension of the thrill and excitement of flying, there is the extra pay involved for performing the job



When not actually involved in the location and tracking of submarines, the AWs act as helicopter rescue crewmen. They receive special training in rescue techniques, survival at sea and first aid. (Photo by Bill Wright)

while airborne.

Sharp recalled his love of flying from his early days when his father was an Air Force pilot. Looking back over the past four years, Petty Officer Sharp states he has gained as much from his Navy experience as he had hoped he would. Since it has fulfilled his expectations, he has already reenlisted until October 1983.

"Mostly I've gained a definite confidence in myself and my work. I've

learned that if you do your job in a professional manner, you get the respect a professional deserves."

Whether the aviation antisubmarine warfare operators are assigned to helicopter or fixed wing aircraft, at sea or ashore, they are in agreement that their work is challenging and rewarding. Their travel takes them to all corners of the world to visit and see places that few people have the opportunity to enjoy.



Richard D. Allen of Redford, Mich., uses highly sophisticated equipment to help him locate and track submerged objects. Currently assigned with Patrol Squadron 46 at the Naval Air Station, Moffett Field, Calif., he serves aboard a P-3C "Orion" antisubmarine patrol aircraft. (Photo by Bill Pointer)



The duties of the antisubmarine warfare operator are varied and many. Petty Officer 2nd Class Paul Rose of HSL-34 in Norfolk, demonstrates the proper way of exiting a helicopter during search and rescue operations. (Photo by Bill Wright)

The

Story by
Tony McCartney

Communications are a key factor in Coast Guard operations. The service's missions of saving lives and law enforcement would be impossible without it. The job of keeping those invaluable communication lines open belongs to Coast Guard radiomen (RM).

The vigilance of the trained RM facilitates communications which are indispensable in enabling Coast Guard units to help distressed vessels, interpret weather data and handle the many essential messages in the course of day to day operations.

The Coast Guard radioman primarily transmits, receives, routes and logs radio messages as well as operates and maintains teletypewriter equipment. In addition, the RM is responsible for coordinating communications systems, including automated networks and the full spectrum of voice and teletype circuits. Other duties include maintaining message center files, operating logs and updating communications publications.

At the Coast Guard Communication Station in Portsmouth, Va., RMs listen for distress calls, monitor Coast Guard aircraft and provide rapid communication for Coast Guard vessels, along with civilian and merchant craft as well.

"We strive for quality communications 24 hours a day," said Chief Petty Officer Robert Easton, one of four communication watch officers at Portsmouth. "An RM's job is very important for ships. A ship can go to sea without them, but due to the importance of unrestrained communication between



Seaman Joe Ward of the Coast Guard Communication Station in Portsmouth, sends messages through utilization of the International Morse Code system. (Photo by Tony McCartney)

vital link

ship and shore, the Coast Guardsmen aboard could find themselves in very precarious positions."

Quality communication is accomplished through the extensive use of highly sophisticated electronic equipment and the utilization of the International Morse Code system. While operating these systems, the RM can receive, transmit and process messages to vessels and aircraft throughout the world quickly and accurately.

Formal training for the radioman rating is provided in a 20-week program at the Coast Guard Training Center in Petaluma, Calif. Instruction emphasizes the operation, maintenance and repair of radio communications equipment currently used aboard Coast Guard cutters and at shore stations. Additional training focuses on the study of Morse code, radio procedures and regulations, plus the operation of teletype machines.

One radioman stationed at

Portsmouth found his training difficult, yet challenging. "It's the hardest thing I've ever done, and I went to a private school for 12 years," stated Seaman Joe Ward, a native of Hillcrest Heights, Md. "I found that learning Morse code was the toughest part of school. I had to learn to copy code at a minimum of 18 words a minute. Now, I'm so used to talking and listening to code that it's hard for me to realize that everyone doesn't know how."



Seaman Mary Devendorf adjusts the frequency on one of the elaborate communications systems at the Portsmouth Communication Station. The sophisticated electronic communications equipment used by the Coast Guard allows for the quick and accurate transmission of messages to vessels and aircraft throughout the world. (Photo by Jim Graham)



A student at the Coast Guard Radioman School in Petaluma, Calif., types information into his radio log. Students operate a simulated ship's radio room around the clock as part of their intensive training to enable them to take their place in the watch schedule when they report to their first duty station. (Photo by CWO3P.M. Short)

Coast Guard radiomen must not only be experts in communications, but must handle responsibility in pressure situations. For Seaman Mary Devendorf of the Portsmouth station, stress is part of the job. "All types of communication jobs can cause stress," stated the Cooleemee, N.C. native. "In dealing with people's lives, you can't afford to make mistakes. I guess that's why I feel better about myself. My job gives me a greater sense of responsibility."

Responsibility is only one trait required of the radiomen and women of the Coast Guard. They must also have the ability to do repetitive tasks well, keep accurate records and be willing to work long, irregular hours. Additionally, it is helpful to have an abiding interest in people, be articulate—write and speak well—be adept at detailed work and possess a high degree of manual dexterity.



Video display terminals such as this one are used as training aids at the radioman school. [Photo by CWO3P.M. Short].

According to Petty Officer 3rd Class Kevin W. Kemp, teamwork is an essential aspect of the communications field. "In the Coast Guard, the radioman has to learn all facets of communications," remarked the native of Wilmington, N.C. "Because we're such a small branch of the military, everyone depends on each other to do his job well. We're a very close-knit group because of this."

While working in clean, comfortable, office-like environments on shore or within the confines of a cutter at sea, Coast Guard radiomen operate the communications systems that link together Coast Guard activities on ships, shore and in the air. It is those quick and accurate communications that allow the U.S. Coast Guard to successfully perform life-saving operations. It is the single element that makes it all work.



The International Morse Code System is a viable tool for Coast Guard communications. (Photo by Jim Graham)



One of the many duties and responsibilities of the Coast Guard radioman is the operation and maintenance of teletypewriter equipment. (Photo by Tony McCartney)



Although the Coast Guard utilizes highly technological communications equipment, Petty Officer 3rd Class Eugene Hash of the Portsmouth station shows that the telephone and typewriter are still good stand-bys. Regardless of the equipment used, Coast Guard radiomen and women are ready and able to provide that "vital link." [Photo by Jim Graham]



Controllers keep the big sky puzzle together

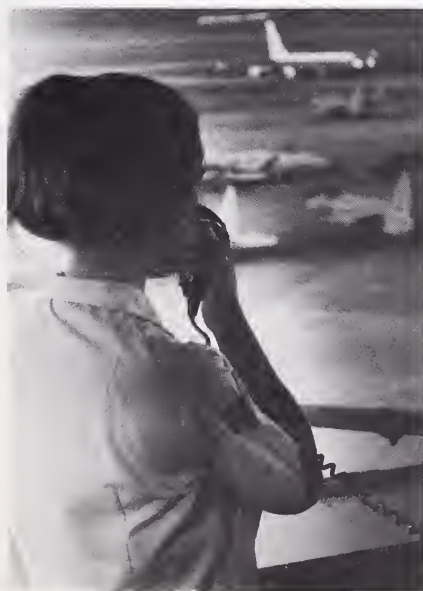
Story and photos by Wilt Baker



Staff Sgts. Pat Bartz, Nick Rucker and Airman 1st Class Roger Howard man the control tower at Langley AFB.

In a darkened room inside a building with no windows, tucked away behind rows of longleaf pine trees, they work in almost total silence. Outside, the sun shines brightly and the golf course next to Chesapeake Bay is bustling with activity.

He, however, sits hunched over the console and peers intently at the illuminated radarscope. Solid green lines under the glass screen outline the airspace for which he is responsible. A blip on the scope indicates the aircraft which Senior Airman Domanic Lewis is



Air traffic controller Staff Sgt. Pat Bartz gives instruction to an aircrew.

directing into position for a radar approach to landing at Langley AFB, Va. For six minutes, the young Air Force air traffic controller will stay in constant radio contact with the pilot of the F-15 "Eagle," keeping him on an imaginary line which will bring the 19 million dollar aircraft in for a perfect landing.

The F-15, the Air Force's most sophisticated aircraft, lands safely without the golfers even noticing. Airman Lewis leans back in his chair, smiles, and relaxes. He has just completed his job for the "umpteenth" time in his short air traffic controller's career. However, becoming a highly trained, qualified air traffic controller in the Air Force was not an overnight accomplishment for Airman Lewis. It took years of constant studying to learn the intricate teamwork between

Senior Airman Howard Parker administers proficiency training to Staff Sgt. Sid Elmore at Langley AFB's Radar Approach Control facility. Air Force air traffic controllers are in a continual training program throughout their careers.

controllers and pilots.

"Controllers can look forward to two years of studying and hard work," said Master Sgt. Bob Leffard, Chief of the Radar Approach Control facility (RAPCON) for Langley's 1913th Communications Group. "A controller's formal schooling runs for 16 weeks, and then it's almost another year and half before he becomes self-assured and competent."

"The job carries with it an awesome responsibility," commented Capt.

Carolyn Fisher, an instructor with the Air Force's Air Traffic Control School at Keesler AFB, Miss. "The controllers are tasked with the safe passage of all aircraft throughout their airspace." At some Air Force bases, this can mean handling up to 60,000 aircraft flights in a single year.

Keesler graduates more than 1,300 enlisted men and women, and 100 officers each year as air traffic controllers. "Finishing the school is not easy," Capt. Fisher continued. "We

washout between 20 to 25 percent of the students entering here. The most successful students are not always the brightest ones. Controlling aircraft is not solely a function of the brain, nor is it mechanical; it takes both. I describe the job as putting together a big puzzle. I find being an air traffic controller fun."

The 16-week technical school is broken into five blocks of training to prepare the student for duty at one of more than 134 major Air Force bases throughout the world. The school's strong academic background allows the graduates to earn up to 27 hours of college credit for their instruction.

In the first block of training, students must pass the Federal Aviation Administration's Control Tower Operations Certification Test.

"Air Force controllers work hand in hand with the FAA air traffic controllers throughout the United States," Capt. Fisher stated. "Each student must pass the FAA exam before becoming an Air Force controller."

The second block of training gives students a background in weather and the operation of various navigational aides that they will work with while controlling airborne aircraft.

The students' first hands-on training comes in the third block of instruction when they learn the operation of a visual-flight-rules control tower. The school's simulator allows the students to learn the local control, flight data and ground control positions in a control tower and gives them practical experience in a controlled situation.

The final two phases of training teach students procedures and fundamentals of radar approach control and its practical applications. Again, the students use simulators to practice their skills. "The simulator gives practical experience," explained Capt. Fisher. "The experience is so life-like, that many students begin to feel they are actually controlling the aircraft."

"During their training," the instructor remarked, "the student is also learning a new language." This



Sgt. Ed Griffin works the final approach console at Langley AFB's Radar Approach Control facility.

language allows air traffic controllers and pilots from any country to communicate on flight and landing patterns.

"ATC is a language," asserted Master Sgt. Curt Durham, a controller at Langley's RAPCON. "It is written phraseology which is instilled in the pilots and controllers. When these terms are used, the pilot knows exactly what the controller wants done. It eliminates the a's, ah's, of's and you-know's.

"Controllers also have two distinctive voices," commented Master Sgt. Durham. "A controller carries on a conversation in his normal voice, but

once he keys that mike, he becomes all business and goes into his controller's voice. When you can hear the change in a controller's voice, you know he has arrived."

Upon graduation from Keesler, the new air traffic controllers are assigned to operational bases throughout the world. Once they arrive at their new assignments, they enter on-the-job training in either the control tower or at the RAPCON to become certified air traffic controllers.

Controllers must become certified at each new facility where they work. "Regardless of grade or skill level, each new air traffic controller goes through a

training program at the new facility," noted Master Sgt. Tim Brown, the training noncommissioned officer at Langley's control tower. "It takes an airman (someone just out of technical school) about 18 months to complete it and become fully qualified in all positions."

The reason air traffic controllers need to be recertified at each new facility is the nature of the topography at the new base. The hazards to safe aircraft navigation (location of trees, power lines, hills or mountains close to the airfield, water tanks or towers nearby, whether the terrain is flat or rolling, etc.) are different at each airfield. Also the aids to navigation are located in different positions with respect to the runway layout. All these things and more must be learned, memorized, before an air traffic controller can be said to be thoroughly familiar enough with a field to be a fully qualified air controller at that particular base.

The long training period poses the problem of retaining qualified people in the career field. "We no more than get some people qualified and they are up for reassignment," declared Master Sgt. Brown.

"The Air Force uses more younger controllers than found in the FAA towers and radar facilities. Most of their controllers are trained by the Air Force or other services," observed Master Sgt. Brown. While some controllers leave the Air Force to work for the FAA, many remain and become part of the Air Force family. Still others use their training as a stepping stone for a new future as pilots, space vehicle trackers or one of many other technical occupations.

For whatever reasons young men and women join the Air Force's air traffic control family, they find that their extensive training pays off, whether they make the Air Force a career or leave after four years. They have the knowledge that they have worked with a highly motivated group of well trained professionals—at their stations on the ground and in the air.



Senior Airman Gil Gilliam trains Staff Sgt. Pat Bartz on the control tower radar while Staff Sgt. Nick Rucker enters information in the flight data teletype.

Making a Marine--- phase one



Sgt. William Eustis, a drill instructor at the Marine Corps Recruit Depot at Parris Island, S.C., inspects a private from another platoon within the series. This inspection is the first of many for Marine Corps recruits.

At 5 o'clock in the morning, most of us are enveloped in a sound and restful slumber while being taken adrift into a sea of dreams and fantasies. But at Parris Island, S.C., that ungodly hour marks the beginning of another day of training for hundreds of Marine Corps recruits.

From that early morning hour until the sun has set, the sounds of "yes sir," "no sir" and "aye aye, sir," answer to the rough and graveled voices of the feared and respected Marine Corps drill instructor. He's the one who "politely" introduced himself to his recruits as their father, their mother, their high school principal, and the devil himself in spit-shined shoes.

Most importantly, however, the drill instructor is tasked with the difficult and demanding job of molding raw recruits into a well-organized platoon of Marines. The procedure, commonly known as "boot camp," takes about 11 weeks and is an experience that will be forever etched in the minds of every young man who seeks the title "Marine."

At the Marine Corps Recruit Depots at Parris Island and San Diego, recruit training is divided into three phases. For Platoon 3076 of the 3rd Recruit Training Battalion at Parris Island, today marks the 14th day of Phase One.

At this point in training, these recruits are aware of what is happening and what is expected of them. Initial medical and dental examinations, as well as general aptitude testing, have been completed. The physical and mental conditioning of making Marines is well underway, while a fair

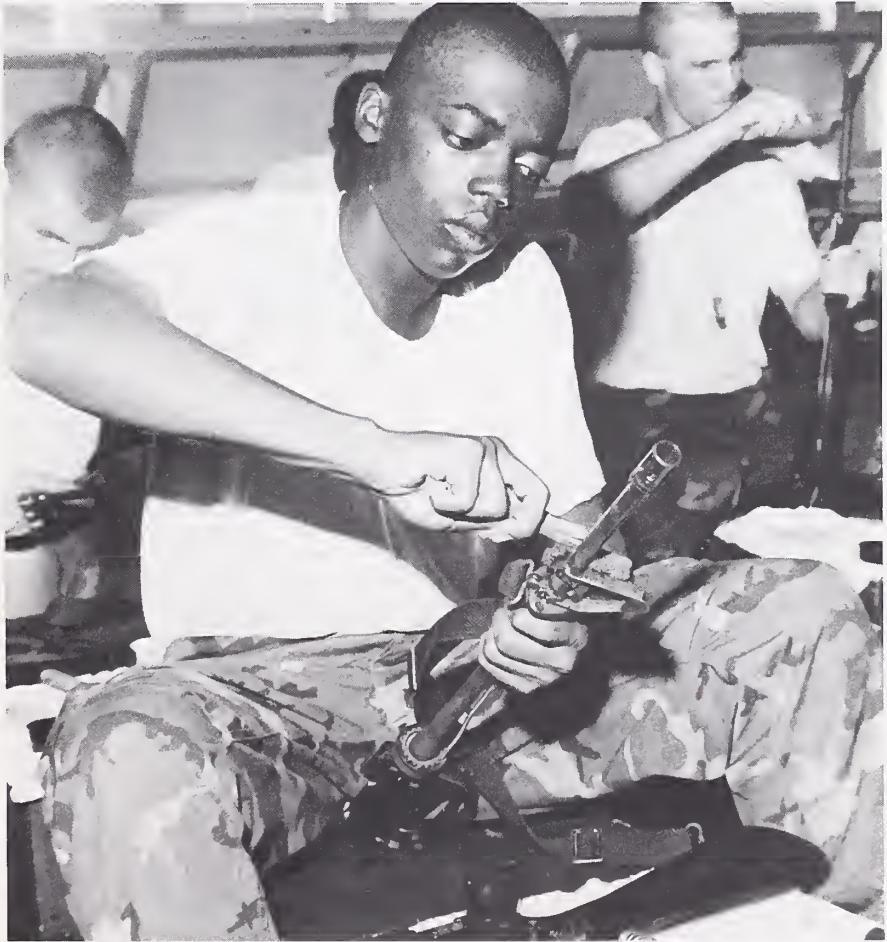


A platoon of recruits at Parris Island keep in step during their initial drill test. Close order drill is one of the most important facets during "boot camp." Countless hours are spent on the "grinder" learning how to move from point 'A' to point 'B' in a military fashion.

knowledge of hygiene, first aid, close order drill, Marine Corps history and every Marines' companion—the M-16 rifle—has been instilled.

According to Staff Sgt. James M. Hart, senior drill instructor for the platoon, academic training is an integral part of Phase One. "The first phase of basic training is getting the academic portion—book work—under the recruit's belt," he stated. "By academics, we mean such classroom subjects as Marine Corps history, first aid, the Uniform Code of Military Justice, pay and allowances, benefits, uniforms, and military customs and courtesies.

"Other subjects taught while in this phase include basic drill movements and the working parts of the M-16 rifle.



Prior to his first personnel inspection, a recruit from Platoon 3076, 3rd Recruit Training Battalion at Parris Island, takes special care in cleaning his M-16 rifle. Throughout training, many hours are spent with the rifle; cleaning it, shooting it, drilling with it and learning everything about it.

Possibly the toughest part of recruit training occurs during this phase, because the individual has come 'off the street' and is now placed in the hands of a drill instructor.

"It is here that they learn the responsibilities of a subordinate and to react instantly to any and all verbal commands," explained the two-year drill instructor veteran. "Also, their individuality is put aside. They are no longer civilians; they are Marine recruits. This is the part of recruit training where individuals learn to work as a team and to depend on someone else...a necessity in combat."

Thus, the typical day at boot camp begins well before the sun comes up. At 5 a.m., sleep comes to an abrupt halt. It's running one and a half to three miles and eating breakfast. It's shaving, showering, dressing and making the "rack" (bed) in five minutes with 75 other guys doing the same.

A good example of Marine Corps recruit training lies in the emphasis placed on physical training (PT). A normal morning PT session generally includes calisthenics, affectionately known as the "daily" or "dirty dozen." They consist of push-ups, pull-ups, squat thrusts, leg lifts, sit-ups, etc., and include that ever-present morning "jog." Each exercise is designed to strengthen certain areas of the body. The ultimate goal of the PT program is to give each recruit the ability to pass the Marine Corps' physical fitness test. The test consists of at least three, but not more than 20 pull-ups, a minimum of 40 and maximum of 80 sit-ups in two minutes and a three-mile run in under 28 minutes.

Following this morning's PT, the recruits of Platoon 3076 return to their barracks, grab a quick shower and don their utility uniforms for the remainder

of the day's activities. Once PT is completed, a well-organized and closely supervised schedule goes into effect.

"The schedule that we go by is basically the same for all male recruit training," commented Sgt. David J. Urick, another of 3d Battalion's senior drill instructors. "Throughout the day, the drill instructors and other academic and physical instructors are teaching something just about all the time. When time permits, and we have a few extra moments, we generally go over what has already been taught."

"Toward the end of the initial phase of training, tests are given on essential Marine Corps subjects, plus physical fitness and close order drill," Urick explained. "Additionally, recruits will have participated in a number of personnel inspections and become qualified in swimming."

As these recruits move into their final two phases of training, they will find themselves challenged to their fullest potential. During Phase Two, they will move onto the rifle range and become proficient in the basic fundamentals of rifle marksmanship. Phase Three incorporates final academic and physical tests, along with advanced drill, individual combat training, final inspections and that glorious day known as "graduation."

Marine Corps "boot camp" is eleven weeks of pure, nitty-gritty, down-in-the-dirt, uncompromising hard work. It is a study in self-confidence that takes a lot of individual sacrifice. The recruits of Platoon 3076 have taken the initial step and are marching forward to the day they shed the title of "recruit," and earn the title "Marine."



A Marine recruit receives the third of seven haircuts he will receive while in training. The "boot camp" haircut takes just less than 60 seconds, allowing for an entire platoon to be closely cropped in about 25 minutes.

Editor's note: Our thanks to Staff Sgt. Brad Heck and Cpl. Carl Flowers of the Marine Corps Recruit Depot at Parris Island, S.C., for providing the research, photos and articles from which this story was compiled.



Under the direction of Gunnery Sgt. Eulas Talley, a series gunnery sergeant at Parris Island, recruits do one of the "daily dozen" exercises. Physical fitness is an important part of recruit training and continues to be throughout a Marine's career.



The Marine Corps drill instructor has been feared and hated, but mostly respected, by virtually all Marines who went through recruit training. Their mission of molding raw recruits into proud Marines is a difficult, demanding and challenging job. Sgt. Roger Standfield of Parris Island is one of the few who has the responsibility of shaping the Marine Corps' future.

Marine Corps "boot camp"

Page 20

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